

The China Mail.

Established February, 1845.

VOL. XLIV. No. 7674

號七廿月三八年八百八十一號

HONGKONG, TUESDAY, MARCH 27, 1888.

日五十月二年子戊

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—E. ALAN, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & CO., 39, Cornhill, E.C. GORON & GOTCH, Ludgate Circus, E.C. BATES & HANCOCK, 35, Walbrook, E.C. SAMUEL DRAGO, CO., 150 & 154, Leadenhall Street, E.C. W. M. WILLY, 161, Cannon Street, E.C. A. ANDREW WIND, 21, Park Row.

PARIS AND EUROPE.—AMEDEE PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

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AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORON & GOTCH, Melbourne and Sydney.

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Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000

RESERVE FUND.....\$3,900,000

RESERVE LIABILITY OF PROPRIETORS.....\$7,500,000

COUNT OF DIRECTORS.

Chairman—Hon. JOHN BELL IRVING.

Deputy Chairman—W. H. FORBES, Esq.

C. D. BOTTOMLEY, Hon. A. P. McEWEN, Esq.

W. G. BRODIE, Esq.

H. L. DALYMPLEN, Esq.

L. POESZKEK, Esq.

H. HOPFUS, Esq.

B. LAYTON, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, EWEN CAMPION, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

(1) Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:

For 3 months, 3 per cent. per annum.

6 " 4 per cent. "

12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, January 25, 1888. 363

N O T I C E.

R U L E S O F T H E H O N G K O N G S A V I N G S ' B A N K.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time, will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank is marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the

HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON,

Chief Manager.

Hongkong, September 1, 1888. 764

Intimations.

In the Matter of the Petition of EDWARD WILLIAM SERRELL, Junior, Civil Engineer, of New York in the United States of America, for LETTERS PATENT, for the exclusive use within the Colony of Hongkong, of an Invention, for

(1) PROCESS AND MACHINERY FOR REELING SILK FROM THE COCOON, and

(2) INVENTIONS IN AUTOMATIC SILK REELING MACHINES,

for which Her Majesty's Royal Letters Patent have been duly granted in England.

NOTICE is HEREBY GIVEN that the necessary Petitions, Specifications, Declarations, and Drawings required, herein by Ordinance No. 14 of 1862, have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said EDWARD WILLIAM SERRELL by WILLIAM WORTON, his duly-authorized Attorney, to apply at the sitting of the Executive Council hereinbefore mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the said Invention.

NOTICE is HEREBY ALSO GIVEN that a sitting of the Executive Council, before whom the matter of said Petitions will come for decision, will be held in the Council Chamber, at the Government Offices, Victoria, Hongkong, on the SIXTH DAY OF APRIL, at 11 a.m.

WOTTON & DEACON, Solicitors, Hongkong.

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the *China Review*, contains one of the best Sketches of Formosa Life yet written. A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE, CRAWFORD & CO.'S, and MESSRS. KELLY & WALSH, LIMITED, Hongkong; also, Mr. N. MOALHE, AMOY.

Hongkong, March 3, 1888. 363

DENTISTRY.

FIRST CLASS WORKMANSHIP.

Moderate Fees.

MR. WONG TAI-FONG, Surgeon-Dentist, (FORMALLY APPOINTED AND LATELY ASSISTANT TO DR. ROGERS.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by DR. ROGERS.

No. 2, DUDDELL STREET.

Consultation Free.

Discount to Missionaries and Families. Sole Address.

2, DUDDELL STREET, (Next to the New Oriental Bank.) Hongkong, January 12, 1888. 363

CANTON INSURANCE OFFICE, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1887.

CONTRIBUTORS to the above OFFICE are requested to furnish the Under-signed with a List of their CONTRIBUTIONS for the year ending 31st December, 1887, in Order that the DISTRIBUTION OF BONUS may be arranged. Returns not rendered prior to the SIXTH DAY OF MARCH INSTANT, will be adjusted by the OFFICE, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & CO., General Agents, CANTON INSURANCE OFFICE, LIMITED, Hongkong, March 1, 1888. 339

IMPORTANT NOTICE.

THESE FINE ART COLLECTION,

consisting of a

CHOICE & VALUABLE ASSORTMENT

OF JAPANESE BRONZES, CLOISONNE,

IVORY, LACQUER, SILK and SATIN

KIMMOS, KAKIMOS, SCREENS,

DRESSING-GOWNS and JACKETS,

QUILTS, WALL DECORATIONS,

BONCUELLERY, SWORDS, COMPLETE SUITS OF ANTIQUE ARMOUR,

&c., &c., &c.

TO AVOID THE COST OF RE-SHIPMENT THE ENTIRE STOCK IS NOW OFFERED AT GREATLY REDUCED PRICES.

MESSRS. KUHN & CO., in thanking the RESIDENTS of Hongkong, Canton and Macao for their Liberal Patronage, regret to state that, owing to the opening of a Branch House in London, where Mr. KUHN's presence is an absolute necessity, they are compelled to temporarily close their Hongkong establishment; but due notice will be given of the resumption of Business. Meanwhile all Orders sent to KUHN & CO., YOKOHAMA, will receive the most careful attention.

The PUBLIC are respectfully notified that the present sale of the most complete collection of WORKS OF JAPANESE ART ever offered in Hongkong at such low prices, will be limited to the current month.

KUHN & CO., opposite the HONGKONG HOTEL, Hongkong, March 19, 1888. 449

CHAS. J. GAUPP & CO., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS

are requested to send in a STATEMENT

OF BUSINESS contributed during the Half-Year ended 31st December, 1887, on or before the SIXTH INSTANT, on which date the Accounts will be Closed.

By Order of the Board of Directors,

D. GILLIES, Secretary.

Hongkong, March 15, 1888. 434

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS

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OF BUSINESS contributed during the Half-Year ended 31st December, 1887, on or before the SIXTH INSTANT, on which date the Accounts will be Closed.

By Order of the Board of Directors,

D. GILLIES, Secretary.

HONGKONG AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS

DISCHARGING BOMBAY COTTON and COTTON AND COTTON YARN at the KOWLOON WHARVES will have FREE STORAGE

for 14 days from arrival, after which a Rent of 3 Cents per bushel per month will be charged.

ISAAC HUGHES, Secretary.

Hongkong, November 7, 1887. 2148

Intimations.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

BACHIN'S LIQUID AND OTHER COMPASSES,

ADMIRALTY AND IMRAY CHARTS,

NAUTICAL BOOKS.

SHIPMASTERS and ENGINEERS are

respectfully informed that, upon their arrival in this Harbour, NONE of

the Company's FOREMEN should be at hand, ORDER FOR REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

DIAMOND MONGS

—

DIAMOND JEWELLERY,

A Splendid Collection of the Latest London

PATTERNS, at very moderate prices. 742

Intimations.

THE CHINESE MAIL.

Established February, 1845.

HONGKONG, TUESDAY, MARCH 27, 1888.

Business Notices.

JANE & CRAWFORD & CO.

HAVE RECEIVED A VARIETY OF

NEW GOODS,

INCLUDING—

PIGSKIN HACK SADDLES and FURNITURE. Complete for \$20.00.

DOG COLLARS

THE CHINA MAIL.

To-day's Advertisements.

THE CHINA SHIPPERS MUTUAL
STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

The Co.'s Steamship
"Ningchow" will be despatched for
above Ports TO-MORROW, the 23rd Inst.,
at Noon.

For Freight, &c., apply to

ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, March 27, 1888. 509

PUBLIC AUCTION

ITALIAN WORKS OF ART IN
MARBLE, ALABASTER, &c.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY,

the 31st March, 1888, at 2 p.m., at his
Sales Rooms, Duddell Street,

(Without Reserve),

THE REMAINING PORTION OF A FINE
COLLECTION OF

ITALIAN WORKS OF ART IN
MARBLE AND ALABASTER,
comprising—

FLORENCE, RONAI, ETHERTON and other
VASES, FRUIT-STANDS, STATUETTES, GROUPS,
ANIMALS, PAPER-WEIGHTS, FRUITS, PLATES,
SOLID MARBLE TABLES,
etc., &c.

Catalogues will be issued previous to the
Sale.

TERMS OF SALE.—As customary.

G. R. LAMMERT,
Auctioneer.

Hongkong, March 27, 1888. 513

A LADY residing in England wishes to
have Two or THREE CHILDREN to
EDUCATE with her.

Careful training with the advantage of
FRENCH and GERMAN taught in an ENGLISH
home.

Good References required and exchanged.

Apply to

LANE, CRAWFORD & CO.

Hongkong, March 27, 1888. 512

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship ABYSSINIA,
3,651 Tons Register, Lex, Com-
mander, will be despatched for VAN
COUVER, B.C., and SAN FRANCISCO,
via NAGASAKI, KOBE and YOKO-
HAMA, on THURSDAY, the 12th April,
at 3 p.m.

To be followed by the S.S. BATAVIA,
in May.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
points by the Canadian Pacific Company
Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria, Mex. \$160.00

To San Francisco..... 175.00

To all common points in Can-
ada and the United States..... 200.00

To Liverpool..... 300.00

To London..... 305.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Passenger Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Offices,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until

4 p.m. on the 11th April.

All Purcels must be sent to our Office
and should be marked to address in full;
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to

ADAMSON, BELL & CO.,
Agents.

Hongkong, March 27, 1888. 510

SHIPPING.

ARRIVALS

Kwang Lee, Chinese str., 1,508, Andrew,

Shanghai Mar. 23, and Swatow 26; General—

O. M. S. N. C.

Carisbrooke, British str., 073; R. Gass,

Saigon March 23; Rio and Paddy—MORRIS

& RAY.

Decima, German steamer, 905, P. Oest-
mann, Saigon March 22; Rice and Paddy—

SIENNESS & CO.

Ganges, British str., 2,148, E. Stewart,

Shanghai March 21; Mails and General—

P. & O. S. N. Co.

Thales, British steamer, 820, W. V. Hunter,

Taiwan via Takao, Amoy, and Swatow Mar. 20; General—DOUGLAS STEAMSHIP

CO.

Taichow, British steamer, 802, Joseph

Newton, Bangkok March 20; General—

VEN. FAT HONG.

Sans, Bombay March 7, and Singapor 20;

General—P. & O. S. N. Co.

Tehar, British steamer, 1,771, J. H.

Seymour, Yokohama March 21; Mails and

General—P. & O. S. N. Co.

Gustav & Oscar, German ship, 1,352, M.

Seemann, Cattiv November 7; Coal—

MICHELS & CO.

DEPARTURES

March 27—

Afghan, for Sydney.

Amomarok, for Yokohama, Fushia,
for Shanghai.

Catterford, for Port Darwin.

Zafiro, for Amoy and Manila.

Benalder, for Saigon.

CLEARED.

Ningchow, for Shanghai.

PASSENGERS

Arrived

Per Kwang Lee, from Shanghai, &c., 206

Chinese.

Per Carisbrooke, from Saigon, 96 Chinese.

Per Ganges, from Shanghai: for Hong-

Kong, Mr. and Mrs. Shing Cho Fong and 2

native servants, Mr. E. Ward, Mr. Cameron's

infant and native female servant, 1 amah,

and 11 Chinese; for Singapore, Mr. Bree-
den; for Suez, Right Rev. Bishop Scott;

for London..... 500.

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

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and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to

ADAMSON, BELL & CO.,
Agents.

Hongkong, March 27, 1888. 510

SHARE LIST.—QUOTATIONS.

Stocks.

No. of
Shares

Value.

Paid up.

POSITION FOR LAST REPORT.

Reserv.

Balances, f war.

Last Dividend

Close of Quotations
Cas.

BANKS.

Hongkong and Shanghai Bank Corp.

60,000

11 all \$ 3,000,000

20,903.51 at 30/ for 1 year

working a/c to Dec. 31/87

\$156 2/ prem.

INSURANCE.

North-China Insurance Co., Ltd.....

8,000 2/ 2 all \$ 50,000

100,000 2/ 250 2/ 675,000

24,000 2/ 83,200 2/ 200 2/ 230,000

1,500 1/ 1,000 2/ 25,111 2/ 1,021,496

3,000 3/ 200 2/ 54 2/ 600,000

20,000 2/ 104 2/ 21 2/ 1,724,931

10,000 2/ 100 2/ 20 2/ 19,432,525

30,000 2/ 100 2/ 20 2/ 200,000

THE STEAMBOAT COMPANIES.

H.K. & M. Steamboat Co., Ltd.....

10,000 2/ 50 2/ 127,320

Indo-China S. N. Company, Limited.....

18,387 1/ 10 2/ 10 2/

China Fire Insurance Co., Ltd.....

10,000 2/ 20 2/

Singapore Insurance Company, Ltd.....

10,000 2/ 10 2/ 10 2/

The Straits Fire Insurance Co., Ltd.....

10,000 2/ 10 2/ 10 2/

THE SHIPS.

H.K. & K. Wharf & Godown Co., Ltd.....

H.K. & China Gas Co., Limited.....

New Shure.....

Hongkong Hotel Company, Ltd.....

3,000 2/ 100 all

China Sugar Company, Limited.....

Hongkong Ice Company, Limited.....

Hongkong Bakery Company, Ltd.....

Lunon Sugar Company, Limited.....

Perak Sugar Cultivation Co.,

Perak Tin Mining & Smg Co.,

Puntong & Sungkieh Dus Samarai

Mining Co.,

HK. & K. & Godown Co., Ltd.....

H.K. Ropeway Manufactury Co., Ltd.....

A. S. Watson & Co., Limited.....

H.K. High-Level

royal General or any Officer deputed by him for the purpose, to inspect such tenement, and any person in any way obstructing such inspection shall be deemed to be acting in contravention of this Ordinance.

5. Every person contravening any of the provisions of this Ordinance shall be liable on summary conviction by a Magistrate to a penalty not exceeding Dollars, or in default of payment to imprisonment not exceeding months, and every telegram built sub-divided or occupied in contravention of this Ordinance shall be deemed a nuisance within the meaning of Ordinance No. 8, of 1866 which nuisance may be abated accordingly.

6. Nothing in this Ordinance shall be held to prevent the owners of Chinese tenements now existing within the European District from repairing such tenements in accordance with their present structure, nor shall anything in this Ordinance be held to preclude any Chinese person from owning or occupying or residing in any lawful tenement in the European District.

THE RATING ORDINANCE.

On the motion of the Colonial Treasurer, the Council went into committee on the Rating Ordinance.

The Colonial Treasurer moved that for the words "annual valuation" in the first clause "annual assessment" should be read; and that for "general valuation" in the first line of the clause "general assessment" should be read. The Hon. member said he should have to move this alteration frequently throughout the reading of the Bill.

His Excellency—I think it would be well, considering that this Bill has been before us some time, to give some reason for the alteration. I am not quite clear in my own mind as to what the difference in meaning is.

After some discussion the recommendation was dropped.

Mr. Chater—I beg to propose an amendment that the last few lines in section 1 sub. sec. 2, viz., "Such annual value shall include those of any fixtures or fixed machinery which may be regarded as the proper fittings of the tenement and essentially necessary to its occupation by the tenant," be omitted, and the following words inserted from the old Ordinance 21, 1865: "In estimating the value of any tenement which may be included in the rating of the Colony making an exception which is really an exception in favour of the richer classes, which this exception would really mean, at the expense of the poorer. Taking into account that there will be no substantial burden created by it, I feel bound to give my support to the view which is expressed in the clause as printed.

The Colonial Treasurer said that after the explanation given Mr. Chater would probably not press his amendment to vote.

Mr. Chater said he did press his amendment.

A division was then taken, when those voted for the amendment: Mr. Chater, Mr. Bell-Irving, Mr. MacEwen, Mr. Ryrie—4.

Against—Mr. Wong Shing, Mr. Deane, the Surveyor General, the Treasurer, the Attorney General, the Colonial Secretary, the Acting Chief Justice, 7.

The amendment was therefore lost, and the clause was passed as it stands.

On the consideration of the clause for the taxation of piers, coming up, Mr. MacEwen objected to this means of taxation. The argument, he said, was that piers were merely an necessary to godowns, for which the Government already got 13 per cent., and which were perfectly useless without the pier. The object of the Ordinance was to rate buildings and not to go inside them and tax machinery or outside and tax piers.

Mr. Bell-Irving supported Mr. MacEwen.

Mr. Ryrie pointed out that piers paid for a special purpose, and that after 21 tons of Australian coal had been received it was discovered that the remaining 29 tons did not answer description, and that the defendant was, therefore, entitled to refund.

His Excellency—I thought that you from your diligence had been able to produce some new case.

The Attorney General—I did not see that it was open to us to raise that substantial question.

Mr. Ryrie—I have much pleasure in acceding the amendment. I fully understand all that has been said by my Hon. friend.

The Colonial Treasurer—This is a most important section of the Ordinance, and therefore I hope the Council will not think that any time spent upon it is spent in vain. If the Hon. member's amendment be accepted I believe Hongkong will be the only place in which machinery is not rated.

There is very much to be said in favour of the doctrine that Hongkong should occupy this position. I sympathise to a very great extent with the views of the Hon. member, but there are considerations on both sides; and while I would not seek to influence the Council in any way I feel bound to state what are the considerations on the other side.

There are thousands of people here who, if they thought about the matter, might express themselves something like this—Hongkong is a very great deal more comfortable with 100,000 than with 200,000 and more comfortable still with 50,000 inhabitants.

The only result of a large population looking here to work machinery and employ ground is that I am a great deal more harassed and jostled about to live in a quarter of the space and to pay three or four times as heavy a rent! That is not only the view of the dilettante professional man who comes here for three or four years and goes away, or of the Government servant who has no interest in machinery, but of tens of thousands of the Chinese who find themselves pinched for room and have to pay excessive house-rents through the crowding of the Colony. The exemption of machinery would also be an injustice to owners of other property. It is possible that where an enterprise is struggling and can only keep its head above the water a tax might just turn the scale and induce the shutting up of some such establishment as our late lamented steam laundry. The 10 might just be the last straw which might make the establishment not worth carrying on. On the other hand it would do little injury to enterprises that are fairly prosperous, while considerable injustice would be done to large numbers of people who would be paying less taxes if machinery in the Colony was not taxed.

I do not see where the principle of exception is to end. If machinery is necessary to enterprise so are piers and godowns and so are houses for the godown keepers and the clerks, and it would be to the only people who would be taxed would probably be regarded not as essential to the progress of the Colony. Your Excellency's contemplated reduction of taxation will probably leave the machinery and establishments paying no more taxes than they are paying at present, while the barbour population and the Chinese population would pay less.

Mr. Ryrie said they had all got some sort of machinery in their houses, cooking stoves and other implements, and it seemed as if they were now to tax the furnishings of houses.

The Colonial Treasurer pointed out that it was only fixed machinery and machinery essentially necessary to the occupation of a place for the purpose contemplated that was to be taxed.

His Excellency—I need hardly say that I have not permitted this matter to come before this Council without giving it my very careful consideration. I have given very full weight to the arguments which have been urged by Mr. Chater and supported by Mr. Bell-Irving, but I frankly confess that that the reasons are on the other side appear to me too strong to justify me in giving way. The Hon. the Treasurer has already anticipated the greater part of this motion and suggested that a period of two years should be fixed, which was agreed to.

The same arguments which are used by the Hon.

members apply with very much greater force in many other places where machinery is in existence. Nobody can say that an increase in population is more necessary to Hongkong than it is to a very great many other places in the world where machinery is taxed like other things. It is if anything less necessary here than in plenty of places. I really do not see why machinery, which at all events for the most part, earning large profits, should be taxed from the taxation to which all other kinds of property are subject. Yet there are off and very rightly from what is the principal source of revenue of other colonies, namely, import duties. The fact of doing that and having a free port is no doubt one of the strong reasons of our prosperity. But recall that by doing this you create a greater necessity for the existence of other forms of taxation. If you will always the sources of taxation as they have been whittled away, you will gradually have nothing to go upon at all. I cannot see why the same arguments that are used in regard to machinery should not apply to many other things that nobody public or proper subjects of taxation. I may say with regard to this that if the Statute of Frauds is not exceeded.

Mr. Chater—I must say this notice has somewhat surprised me. I thought the one question with you was that of varying the report so that no demurrage should be allowed at all in respect of the steamship "Saghalien". That was the question referred

to the Registrar, for him to report on and assess the damage. I said that the demurrage was assessed on a wrong principle as it seemed to me, and that it should be assessed in the principle laid down by Dr. Lushington in the case of the "Rock Prince", and in order to do so it would be necessary to ascertain how many days the ship had been delayed from taking up her place in the line. I said the result might turn out to be the same, and it does turn out to be exactly the same.

The Attorney General—This is really a formal objection, my Lord. Your Lordship referred back to the Registrar the question of finding how many days the ship had been delayed, and the report would of course form a basis for the judgment of the Court. But, instead of doing that, the Registrar says he finds so and so, and concludes by saying "we have to report that 66 days' demurrage should be allowed."

Mr. Chater—I have a judicial decision, and he has tested it, but he neglected to do so, and it is unfortunate that plaintiffs are entitled to costs.

His Excellency—That is a matter of opinion.

The Attorney General—He was not asked to give his opinion on that point. The other point I wish to call your Lordship's attention to is this. It turned out from the figures set out that the vessel left Hongkong on the 20th and might have started according to the time tables given, on 13th March. There was a change made, no doubt for the convenience of the Company, between the "Djinnah" and the "Amazon" on the 13th March, the "Djinnah" taking the place of the "Amazon", but there was nothing to have prevented the Saghalien from taking her place on the line on 13th March instead of on the 27th.

His Excellency—I thought your point was that she should not be allowed demurrage at all. You have said nothing about that.

The Attorney General—I understood we had argued that question in the first instance.

His Excellency—I thought that was the point of your motion to-day. I decided that so far as I was able, and as well as I was informed at the time, but I was under the impression that you from your diligence had been able to produce some new case.

The Attorney General—I did not see that it was open to us to raise that substantial question.

His Excellency—I thought that you from your diligence had been able to produce some new case.

The Attorney General—I understood we had argued that question in the first instance.

His Excellency—I thought that was the point of your motion to-day. I decided that so far as I was able, and as well as I was informed at the time, but I was under the impression that you from your diligence had been able to produce some new case.

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In the schedule attached to the Ordinance a few slight alterations were made. On the motion of the Colonial Treasurer, it was agreed that instead of requiring an occupant to state the value of machinery he should simply be required to state whether the tenement contained machinery, the value to be afterwards fixed by the Assessor. Mr. Chater pointed out that the question in Form A—what did the wharf cost to build? was a very difficult one to answer, and on the suggestion of His Excellency the words, "to the best of your belief" were added. It was agreed on the suggestion of His Excellency that the Bill should be again read in committee after the alterations had been

put into the Ordinance.

THE STAMP DUTIES AMENDMENT BILL.

The Colonial Treasurer moved that this Bill be allowed to stand over for the present, and he hoped soon to be in a position to replace it by an amended Bill.

THE THREE PRESERVATION BILL.

This Bill was read a third time on the motion of the Attorney General.

ADJOURNMENT.

The Council adjourned till Wednesday week.

SUPREME COURT.

IN SUMMARY JURISDICTION.
(Before Mr. A. J. Leach, Acting Puisne Judge.)

A DISPUTED COAL TRANSACTION.

This was an action in which Taung Chien Hin and other coal merchants, and Ku Hong Tak, master of the Ban Wo firm and managing owner of the a.s. *Dafua*, partly for goods sold and delivered according to contract—21 tons Australian coal at \$7.50 per ton—and partly for a breach of the contract in not accepting the remaining portion of the Australian coal—20 tons at \$7.50 per ton—and 50 tons of Takasima coal at \$6 per ton. The price of the 21 tons Australian coal was, since the suit commenced, paid into court, less 3 per cent. discount, which the defendant said it was customary for him to deduct on all purchases of coal where the payment was made in one or two months. The 79 tons, of which acceptance was refused, was sold by auction, the Australian at \$7.25 and the Takasima at \$5.90, and allowing for the payment made into Court, the plaintiffs claimed the difference between the contract price and the amount realised at auction, plus the discount deducted by the defendant and not allowed by the plaintiffs, and expenses of sale &c., amounting in all to \$143.16.

The defence was that the contract was for the best Australian and Takasima coal at \$6 per ton, and that the plaintiffs claimed the difference between the contract price and the amount realised at auction, plus the discount deducted by the defendant and not allowed by the plaintiffs.

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Tientsin.

March 17, 1888.

On Thursday morning, the 15th inst., the French gunboat *Vipere*, and the British gunboat *Merlin*, left our port by orders from their respective Admirals. The French vessel, it is said, has gone to Japan. The *Merlin* will remain at Taku awhile, partly to make some rest, and partly to carry out her regular target practice.

We are informed that a trial of Krupp against Do Bang's gun-barrel pieces—was held this week at the West camp, at the instance of the French Consul. The Do Bang guns were served by French gunners from the *Vipere*, and the Krupp by Chinese artillerists. The French claim a decided superiority for their guns in point of rapidity of fire, but no details have reached us.

Excellent fuel is now made at Kaiping, and the Messageries Maritimes uses large quantities of coal dust bound by coal tar into blocks, we should think that if prices are not too high, and can compete with the article imported from France and England, there will be a large demand for Shanghai. The Kaiping patent fuel is particularly suitable for use by the Chinese men-of-war, it gives off less smoke than coal. It is also better for storage, as it deteriorates less than coal, when in the open air, exposed to sun, wind, rain, heat, cold, &c. The reserve stores at Port Arthur and Wei-hai-wei should, therefore, be mainly composed of patent fuel. Kaiping like Japan coal rapidly changes for the worse, and loses its evaporating power if stored long. Whereas patent fuel can be kept for two or three years without much, if any, deterioration. A very valuable industry, important to China commercially as well as in a military sense, can be founded at Kaiping.

We have received a letter from the principal wool market of Mongolia, but for want of room cannot publish it this week. In the meantime we may mention that by orders of the Viceroy Li a proclamation has been issued, giving effect to the protest of Baron von Kasteler, whose action is recognized in the notice. It seems that camel's wool is adulterated with sugared water mixed with sand and dirt, and sheep's wool by sand mixed with lamp oil, so that even sifting does not thoroughly cleanse from fraudulent mixtures.

Of late years His Excellency the Viceroy has had large quantities of willow trees planted along the canals. The trees grow quickly, and furnish charcoal for the powder mills. But charcoal made from willow is not the best; it is too delicate. In India the charcoal used for gunpowder is entirely made from carbonized millet stalks. Gunpowder so made is less liable to deterioration from age, damp, or atmospheric influences than if wood charcoal is used. The reason is, no doubt, that millet stalks contain silica.—*Chinese Times*.

Peking.

Complaints are frequent of the unsatisfactory relations between Chinese and foreign officials, which are becoming gradually worse. The absence of spontaneous courtesy on the part of the mandarins is not a new thing, but they are apt, if not sharply checked, to drift beyond the stage of merely 'dissembling their love' and come positively near the point of 'kicking down stairs.' Not only are the communications of the Ministers of the Yamen vain and rapid, and often as silly as if they were addressed to school-boys, but in their so-called friendly intercourse they tacitly treat the foreign representatives as inferior, making the most flimsy excuses for crying off engagements that are in the least inconvenient to themselves, while entirely disregarding the convenience of the foreigners.

The fault appears to rest on the foreign Ministers themselves who have so long submitted to improper treatment. Why should they? The general instructions of their respective governments, coinciding with the dictates of common-sense, enjoining conciliatory demeanour, need not be interpreted to man-to-man to the mandarins; and if the corps diplomatique would but act together, they could impose any cautions of etiquette they chose. Why do they not? Because so many of the Ministers have separate interests to serve, and like St. Augustine when he prayed for purity, qualify the petition by 'but not just yet.' The general principle, good for all nations and for all times of intercourse, on respectful terms, has to be set aside because now this Minister and now that has some special favour to solicit from the Chinese, and until he has secured that he dares not assert his independence.

The position has of course become aggravated since the fashion set in of foreign Ministers turning brokers. Diplomatic usages count for little with the man who has an axe to grind in the shape of a financial or industrial or any other transaction to be put through. How policy and principle have to yield to the power of gold is obvious to the most obtuse. M. Constant has been telling the public of Tongking that they must not insist on their protection, and exclusive financial policy because certain French people have contracts with the Chinese Government, which might be impeded by any anti-Chinese act at Hanoi. M. Constant is in no doubt right in restraining the ultra-exclusionists of the colony, but what an argument to use in support of liberality! The whole economical policy of the most important French dependency is to be governed by the supposed private interests of a special group of French manufacturers.

Do the foreign Ministers realize what the representation of 30 or 40 or 50 or 60 millions of people, civilized, intelligent, progressive, implies? Does it carry no dignity? Or only so as it may be hacked away for some patologizing favour? Ancient history tells of one who was hungry and sold his birthright for food. He at least got his mess of potage.

Not far from the execution ground outside the Shun Chih Gate there is a very respectable and old-established wine shop, generally known by the designation of the 'Broken Bow House.' Many years ago a former proprietor got into trouble, was condemned to death, but eventually obtained a reprieve. Ever since, the shop has by way of gratitude supplied gratuitously to condemned criminals on their way to execution as much wine as they wish to drink. Each criminal is supplied with a bowl, and when he has taken his last draught, the bowl is solemnly smashed on the pavement, hence the title of the establishment.—*Chinese Times*.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALLIE HOW, Hawaiian brig, Captain J. Phillips—Wieder & Co.

B. P. CHENY, American ship, Captain H. G. Bease—Russell & Co.

CENTENNIAL, American ship, Captain L. M. Hattie E. TAYLOR, British barque, Capt. J. McConachy—Gibb, Livingston & Co.

WASHING BOOKS.

(In English and Chinese.)

WASHERMANS BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office. Price, 4/- each.

CHINA MAIL Office.

Hongkong, August 20, 1888.

Mails.

ALTERATION.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, MARSEILLE, GIBRALTAR,
BRINDISI, VENICE,
PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF, PORTS, MARSEILLE,
TRISTE, HAMBURG, NEW YORK
AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
GANES, Captain E. STEWART, with
Her Majesty's Mails, will be despatched
from this for LONDON, via BOMBAY
and SUEZ CANAL, on WEDNESDAY,
the 28th March, at 4 p.m. (instead of as
previously advertised).

Order will be received on board until
4 p.m. on the day previous to sailing.

Passengers, who have paid full fare, re-
turning at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until
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